

and

Alcott
b1
cont
an auxiliary bus which directly and communicatively couples said first portion to said second portion, effective to permit signals from said first portion to communicate with said second portion relatively rapidly.

Sub b3
Claim 6 (amended, "clean version")

The braking system of claim 1 wherein said first portion is further communicatively coupled to said second portion by use of a CAN bus.

A2
Claim 7 (amended, "clean version")

The braking system of claim 6 wherein said auxiliary bus transmits said signals in an unencoded manner.

Sub b4
Claim 8 "marked up" version in compliance with §1.121(c)(1)(ii)

A braking system for use within a vehicle having a first pair of wheels which is selectively driven by an electric machine, and a second pair of wheels, said braking system comprising:

a regenerative braking system which is communicatively coupled to said electric machine and which selectively causes said electric machine to provide a regenerative braking function at said first pair of wheels;

a friction braking system which is communicatively connected to said regenerative braking system and which selectively provides friction braking at said first and second pair of wheels, said friction braking system being effective to detect antiskid braking events at each of

Q2 cont
b4 cont
said wheels and to selectively provide an antiskid braking function at each of said wheels where said antiskid braking events are detected, said friction braking system being further effective to communicate a signal to said regenerative braking system effective to disable said regenerative braking function only if said antiskid braking event is detected at either of said first pair of wheels; and

an auxiliary bus which directly and communicatively couples said regenerative braking system to said friction braking system, effective to transmit unencoded signals in a relatively undelayed manner.

Q3
sub b5
Claim 10 (amended, "clean version")

The braking system of claim 8 wherein said regenerative braking system is further communicatively coupled to said friction braking system by use of a CAN encoded bus.

sub b6
Q4
Claim 14 "marked up" version in compliance with §1.121(c)(1)(ii)

A method for braking within a vehicle having a first pair of wheels and a second pair of wheels, a regenerative braking system which selectively provides a braking force to said first pair of wheels and an antiskid braking system which selectively provides a friction braking force to said first and second pair of wheels, said method comprising the steps of:

providing an auxiliary bus;

selectively and directly coupling said regenerative braking system and said antiskid braking system together by use of said auxiliary bus;

detecting an antiskid braking event;

determining whether said antiskid braking event is occurring at either of said first pair of